



## **FITTING INSTRUCTIONS FOR CP0204BL/WH CRASH PROTECTORS KAWASAKI ZX6R '07-'09**



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

**Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!**

**For 2009 model please see latter part of document**

### **2007-2008 models only**

**Offside (right side as you sit on the bike)**

**PLEASE NOTE THAT THE EXISTING ENGINE BOLT ON THIS SIDE CAN SOMETIMES BE HARD TO REMOVE. WE RECOMMEND THAT YOU USE A VERY HIGH QUALITY HEX DRIVE BIT OR HAVE YOUR LOCAL DEALER INSTALL THE KIT.**

- Loosen right-side engine bolt from the bike located in the middle of the castellated adjuster nut (do not remove the castellated adjuster nut) This is made easier by loosening the fairing, (there is no need to remove it completely)
- Replace the fairing and secure with all of the necessary screws
- Pull the bolt out until it touches the fairing, and mark the position on the edge of the fairing.
- Carefully start to cut the fairing on your mark, using a Dremel tool or similar, until the hole is large enough to allow the OEM bolt to be removed.
- Take one of the R&G bolts and place a washer behind the head followed by a shake proof washer
- Pass the bolt through the crash protector
- Offer the assembly to the bike and where the neck of the protector touches the fairing draw around it with a pencil.
- Remove the assembly from the bike.
- Using a Dremel tool or similar, gradually cut the fairing until the hole is large enough to accept the neck of the crash protector
- When you are happy with the hole (it will not be totally round), deburr the edges
- Place the R&G castellated spacer on the end of the bolt, with the teeth facing away from the protector
- Install R&G components, ensuring that the lugs on the castellated spacer face towards the bike and locate over the grooves on the existing adjuster nut, Note the large diameter of the protector faces towards the front of the bike
- Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.

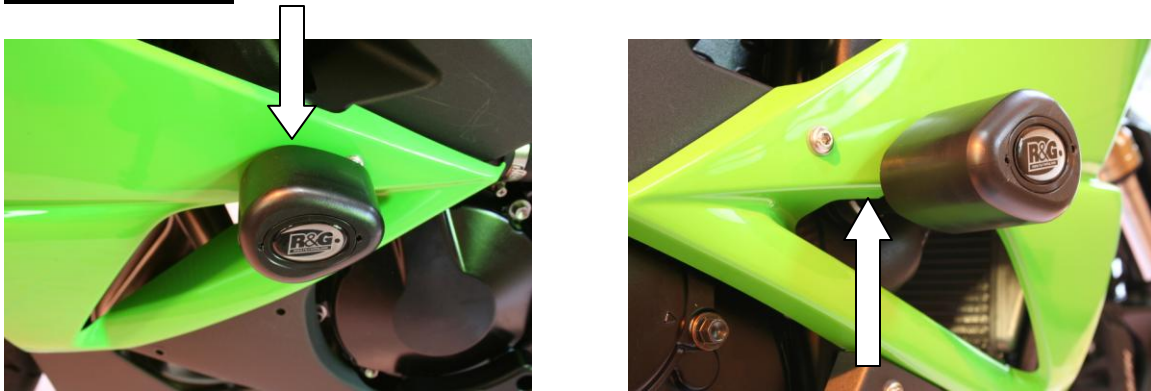


#### **Nearside (left side as you sit on the bike)**

- Take one of the R&G bolts and place a washer behind the head followed by a shake proof washer
- Pass the bolt through the crash protector
- Place the R&G spacer on the end of the bolt, with the large diameter next to the protector
- Remove left-side engine bolt from the bike.
- Install R&G components, ensuring that the small diameter of the spacer faces towards the bike and locates in the recess in the frame. Note the large diameter of the protector faces towards the front of the bike.
- Tighten, but, as above, do not over tighten.
- When happy that everything is correct, place the blanking cap into the end of the protector.

*Due to the risk of cross threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.*

#### **2009 models only**



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!

#### **Offside (right side as you sit on the bike)**

- Loosen right hand side mid fairing (there is no need to remove it completely).
- Loosen right-side engine bolt from the bike located in the middle of the castellated adjuster nut as arrowed above right (do not remove the castellated adjuster nut).
- Secure the fairing with all of the necessary screws.
- Paint end of bolt with paint or tippex and unscrew the bolt until it touches the fairing, and mark the position on the edge of the fairing.
- Carefully start to cut the fairing on your mark, using a Dremel tool or similar, until the hole is large enough to allow the OEM bolt to be removed.
- Take one of the R&G bolts and place a washer behind the head followed by a shake proof washer.
- Pass the bolt through the crash protector.
- Offer the assembly to the bike and where the neck of the protector touches the fairing draw around it with a pencil.
- Remove the assembly from the bike.
- Using a Dremel tool or similar, gradually cut the fairing until the hole is large enough to accept the neck of the crash protector.



- When you are happy with the hole (it will not be totally round), deburr the edges.
- Place the R&G castellated spacer on the end of the bolt, with the teeth facing away from the protector
- Install R&G components, ensuring that the lugs on the castellated spacer face towards the bike and locate over the grooves on the existing adjuster nut. Note the large diameter of the protector faces towards the front of the bike
- Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.



**Nearside (left side as you sit on the bike)**

- Loosen left hand side mid fairing (there is no need to remove it completely).
- Remove inner cover pictured above left.
- Position cover over template as shown above right and using Dremel or similar remove area as shaded on template (it is recommended that you first trim cover 3-4mm away from line and carefully remove remaining portion after trial-fitting with new bolt, bobbin and spacer).
- Loosen left-side engine bolt from the bike located as arrowed above left - this is made easier by loosening the fairing (there is no need to remove it completely).
- Secure the fairing with all of the necessary screws.
- Paint end of bolt with paint or tippex and unscrew the bolt until it touches the fairing, and mark the position on the edge of the fairing.
- Carefully start to cut the fairing on your mark, using a Dremel tool or similar, until the hole is large enough to allow the OEM bolt to be removed.
- Take one of the R&G bolts and place a washer behind the head followed by a shake proof washer.
- Pass the bolt through the crash protector.
- Place the R&G spacer on the end of the bolt, with the large diameter next to the protector.
- Remove left-side engine bolt from the bike.
- Install R&G components, ensuring that the small diameter of the spacer faces towards the bike and locates in the recess in the frame. Note the large diameter of the protector faces towards the front of the bike.
- Tighten, but, as above, do not over tighten.
- When happy that everything is correct, place the blanking cap into the end of the protector.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS**  
**CP0204BL/WH**  
**KAWASAKI ZX6R '09**

**Modèle 2009 uniquement**

**LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.**

**Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.**

**DROIT**

- Desserrer le carénage côté droit. (au milieu- Il n'est pas nécessaire de l'enlever complètement)
- Desserrer la vis de fixation moteur située au milieu du cadre. (la vis est située sur l'écrou de réglage de forme crantée- ne pas retirer l'écrou cranté)
- Remonter le carénage sur la moto.
- Peindre la tête de vis à l'aide de peinture blanche ou de tippex.
- Desserrer et faire glisser la vis de manière contre le carénage de manière à marquer l'intérieur du carénage
- ( marque de peinture à l'intérieur)
- Enlever le carénage.

*Découpe du carénage:*

- A l'aide d'un outillage type DREMEL découper la marque de peinture effectuée à l'intérieur du carénage.
- Lorsque la vis d'origine peut être enlevée librement, le perçage du carénage est parfaitement réalisé.
- Enlever la vis peinte.
- Remettre le carénage.
- Mettre une rondelle lisse, puis une rondelle crantée sur l'une des vis R&G.
- Placer le tout dans l'un des tampons.
- Placer le tout sur la moto.
- Dessiner ensuite le contour de la colerette du tampon sur le carénage. (ce dessin vous permettra de découper le carénage et ainsi pouvoir monter les protections sur la moto).
- Démontez le carénage
- A l'aide d'un outillage type DREMEL découper le carénage en suivant le contour que vous avez réalisé précédemment.
- Une fois le carénage découpé et les bavures enlevées, remonter le carénage sur la moto.
- Placer l'entretoise (crantée) sur la vis contre le tampon. (la partie crantée sera positionnée à l'opposé du tampon)
- Installer le tout sur la moto, attention à bien positionner l'entretoise crantée dans l'écrou cranté sur la moto).
- Attention à bien positionner le tampon (la partie la plus large vers l'avant)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G dans le tampon.



### **GAUCHE**

- Desserrer le carénage côté Gauche. (au milieu- Il n'est pas nécessaire de l'enlever complètement)
- Enlever le cache intérieur (voir photo)
- Placer le cache intérieur sur le plan de découpe (fourni dans le kit-Voir photo ci-dessus) et découper la partie « portion to cut away »
- Desserrer la vis de fixation moteur située au milieu du cadre
- Remonter le carénage sur la moto.
- Peindre la tête de vis à l'aide de peinture blanche ou de tippex.
- Desserrer et faire glisser la vis de manière contre le carénage de manière à marquer l'intérieur du carénage (marque de peinture à l'intérieur)
- Enlever le carénage.

#### *Découpe du carénage:*

- A l'aide d'un outillage type DREMEL découper la marque de peinture effectuée à l'intérieur du carénage.
- Lorsque la vis d'origine peut être enlevée librement, le perçage du carénage est parfaitement réalisé.
- Enlever la vis peinte.
- Remettre le carénage.
- Mettre une rondelle lisse, puis une rondelle crantée sur l'une des vis R&G.
- Placer le tout dans l'un des tampons.
- Placer ensuite l'entretoise restante sur la vis contre le tampon. (le diamètre de l'entretoise le plus large sera placé contre le tampon)
- Placer le tout sur la moto.
- Attention à bien positionner le tampon (la partie la plus large vers l'avant)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G dans le tampon.